

RECEIVED

OCT 25 2013

City of Issaquah

October 25, 2012

Jerry Lind
City of Issaquah – Development Services
1775 – 12th Ave NW
PO Box 1307
Issaquah, WA 98027

Re: Seventh at Gilman (Response to Pre App Comments)

Dear Mr. Lind,

We have enclosed revised drawings and responses to the City of Issaquah's Pre App comments (10/01/2013) regarding the Seventh at Gilman Site. Below, we list each original comment, followed by our responses.

1. A level 3 Review process will be required of the project; review and approval of the Site Development Permit by the Development Commission

Response: *The project will follow the Level 3 process.*

2. Will portions of the site where the buildings are located be built up higher above the flood plain? How will the garages be designed to be flood proof? A Flood Hazard Permit will be required with construction permits (work with Kerry Ritland)

Response: *The finished floor levels for the first level of the buildings are located one to two feet above the hundred year flood level of 68'. (Building A – Floor Level is 70' and Building B and C – Floor Level is 69') The internal drive on the site is design to help with the flood capacity for the 100 year flood. The slope of the drive has a high point east of Building A's garage entry to control the flood water away from the garage entry. Buildings B & C's garage entry is located off NW Locust Street away from the flood path. The walls and foundations of the parking garage will be waterproofed with the design help of a waterproofing consultant.*

3. In accordance with the Central Issaquah Plan, (figure 7A) the site plan needs to provide a "Shared Use Route" through the site, east to west, from the mid-point of 7th Avenue to Issaquah Creek. The standard for a Shared Use Route is 14 feet minimum width that is intended for pedestrians and cyclists. A 2 foot wide landscape buffer is required along both sides of the corridor. Removal of the northern parking stalls in the parking lot is suggested to accommodate the Non-motorized facility. Perhaps a trail could be constructed through the on-site swale (eastern part of site) that will convey flood water and pedestrian connections to all 3 buildings and to Gilman Boulevard.

Response: *A shared use trail has been located on the South side of the internal drive. It is aligned with the retail sidewalk across 7th Ave and continues along Buildings B & C until it crosses at the turn in the internal drive to connect to the trail along Issaquah Creek. The Trail is 10' wide with 4' wide landscaping on both sides. Locating the trail on the south side of the internal drive removes the trail from crossing the Building A garage entry and the vehicular access to the site to the north.*

4. NW Locust Street is to be designated as a "Neighborhood Street". A right-of-way of 42-58 feet is the requirement. This will require some dedication. (handout from CIP to be provided)

Response: *NW locust is designed as a Neighborhood Street.*

5. 7th Avenue NW is to be designated as a "Core Street". A right-of-way width of 66-76 feet is the requirement (handout from CIP to be provided)



Response: *7th Avenue NW is designed as a Core Street.*

6. The pedestrian circulation system needs to clearly show connections between the 3 buildings and to the adjacent streets and to Issaquah Creek and through the central parking lot. Pedestrian walkways will need to be provided from all surface parking lots.

Response: *The pedestrian circulation system is indicated on sheet 020. Pedestrian walkways have been provided from all surface parking lots.*

7. Where will the street right-of-way be for 7th Avenue as the ditch that is located along the eastern side of the street is proposed to be placed in a culvert pipe and mitigated on site rather than providing a stream buffer?

Response: *The right-of-way for 7th Avenue is 37' from the centerline of 7th Avenue. There is currently a 20' dedicated from the existing ROW to the property line for the ditch along 7th Avenue. With 7th Ave determined to be a Core street, the dedication will be reduced to 13'.*

8. What is the proposed Floor Area Ratio for the project? A minimum 0.75 will be required for residential use on the site (Mixed Use zone standard for site over 3 acres). The F.A.R. is based upon the developable site area and does not include the under building parking. Additionally, the maximum impervious surface area is 90% and the minimum of 10% pervious area.

Response: *See sheet 03 in the Pre App Package for the F.A.R. number and impervious surface area*

9. Can the entrance to the Locust Street garages be located on the interior parking lot instead of from the frontage streets to minimize impacts to the streets and pedestrians

Response: *Having the garage entrance for Building B & C located on the internal drive would conflict with the Shared Use Route and possibly allow flood water into the garage.*

10. The narrative proposes 453 parking spaces for the 244 dwelling units. The minimum is met. The maximum number of stalls allowed is based upon the size of units (1.25 per unit for one-bedroom, 2 per unit for 2 plus bedrooms). Are studio units proposed (less than or equal to 600 sq. ft.)? Provide parking calculations for ADA, cars, motorcycles, to ensure sufficient parking is present. The project will need to itemize how many of the stalls are standard size, compact and micro size if provided. Bicycle parking will also be required at the ratio of a minimum 0.15 space per bedroom.

Response: *See sheet 03 in the Pre App Package for parking count, parking size percentage and bicycle parking count*

11. ADA parking will need to be accessible on a single level

Response : *Accessible parking will be located within the parking garages adjacent to the elevator and within the surface parking adjacent to the building entries.*

12. A mixed use of commercial use would be encouraged (and allowed by the "MU" zoning) for the project.

Response: *This development will not have a commercial use.*

13. Has there been a thought to orient buildings also to Issaquah Creek as an amenity, for views? Chapter 11.2 of the CIP under General Standards states that site should be designated to integrate with the natural environment and consider views and visits (creeks).

Response: *As the buildings get developed, the massing is being designed to orient views towards Issaquah Creek and the landscaped swale as well Gilman Boulevard, the adjacent shopping center and the surrounding foothills. See updated 3D views that indicate the building massing and modulation.*



14. If buildings cannot be located close to Gilman Blvd as the CIP requires (because of the flood swale), then an architectural element could be constructed at the corner of 7th & Gilman that ties in architecturally with the closet building.

Response: *The northwest corner of Building A has been designed with a prominent corner to address Gilman. The stair exiting the building at the north end of the building has been articulated to be a more prominent entrance/exit from the building with a pedestrian terrace to connect to the corner of 7th and Gilman. A architectural/landscape element will be design at the corner that ties in with the buildings architecture. With the traffic study indicating that a light will be required at the intersection of 7th and Gilman, the bus stop may move to the east side of the intersection. If the bus stop moves we plan to incorporate a bus shelter on Gilman into the design concept.*

15. Can Cleanscapes serve this project in an acceptable way where the trash enclosures are proposed for each building?

Response: *Trash rooms will be located within the parking garages for each building. The property management staff will locate the trash dumpsters in designated pick up areas located in the internal drive and on Locust.*

16. Rooftops of buildings. Perhaps rooftop gardens/recreation spaces could be incorporated into those areas (Chapter 14.6) and/or solar panels (or green roofs). Chapter 11.4.B states that buildings should acknowledge natural areas and a method suggested is balconies, decks and roof to decks with visual access.

Response: *Due to the zoning height restriction it will be difficult to incorporate rooftop gardens/recreation spaces on the roofs*

17. The narrative states a proposal for 3 and 5 story structures. Which of the buildings are proposed as 3 and 5 stories.

Response: *The narrative should read: 3-5 story structures.*

18. 48 square feet of individual or common private community space is required per dwelling unit (Chapter 7.3). In addition, the residential project is required to provide a least one on-site amenity such as a recreation room of 400 or more square feet.

Response: *For the propose 345 units – 15,525 sf of common private outdoor space is required. The proposed design has 17,800 sf of common provide outdoor space. Each building is proposed to have a 500 sf recreation room*

19. The Central Issaquah Plan indicates that a new "neighborhood park" should be located between Gilman Blvd. and existing Confluence Park in the vicinity of Issaquah Creek. The Plan states a single Neighborhood Park shall be at least 2 acres in size for passive or active activities. The cost of neighborhood parks would be prorated to the size and fair share of the project.

Response: *Open Space will be provided adjacent to Issaquah Creek to be part of the City if Issaquah's Green Necklace along Issaquah Creek.*

20. Explain the "Tree Preservation" area that is designated. Are there significant trees there to be incorporated into the project? Chapter 10.13 of the Central Issaquah Plan requires 25% of the total caliper of all significant trees in Developable Site Areas be retained.



Response: A tree survey has not yet been performed for the entire site. The project team is aware of a large cluster of significant trees just of the Taco Bell restaurant consisting of cottonwoods, douglas fir and black cottonwood among others. The proposed design plans on incorporating these trees into the project pending a tree preservation study by a certified arborist.

21. Building Design: Chapter 14.3 (Building Mass and Design) specifies a pedestrian friendly environment with specific techniques for building over 3 stories in height. Ground level details (Chapter 14.4.B) will also be needed to reinforce a pedestrian friendly environment. The Pre-Application submittal does not provide schematic elevations of the 3 buildings, but rather architecture concept imagery photos and perspective drawings.

Response: See updated 3D views that indicate the building massing and modulation.



Sincerely,

A handwritten signature in blue ink, appearing to read 'John Baldauf'.

John Baldauf
Project Architect

GGLO

Attachments: Revised Pre App Package

e:\2011\2013030.00\3-agency\Zoning\Pre App Response.docx